Name of airline	No. of employees	Fleet Size	Employee per aircraft
Air China	11,118	68	164
British Airlines	62,844	263	239
American Airlines	93,000	729	128
Delta Airlines	73,700	596	124
United Airlines	98,400	620	159

Source—Airline Business—September, 2001

(c) Air India management has taken following measures for rationalising man-power in order to reduce staff cost:—

(i) Freeze on external recruitment in non-operational categories; (ii) Several posts of India based officers abroad have been abolished; (iii) Rolling back of retirement age from 60 to 58 years; (iv) Redeployment of employees from non-operational to operational areas; (v) Two voluntary scheme have been notified *viz.* shorter working week scheme and introduction of leave without pay/allowances scheme for a period of two years extendable upto five years.

Losses suffered by Aviation Sector after Terrorists Attack in USA

600. SHRI MOOLCHAND MEENA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Consequent upon the September 11, 2001 events in the US, the aviation industry is likely to suffer a loss of $6 million this year;

(b) if so, whether the industry has lost $12 billion last year;

(c) whether the industry is on a recovery path but still not reached a stage of profitability;

(d) if so, the steps Government propose to take to help the aviation sector to come out of the red;

(e) whether any concrete policy in this regard has been formulated; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) to (c) The airline industry worldwide

suffered losses of US$12 billion in 2001 according to the International Air Transport Association (IATA). According to IATA, it is too early to predict as to when there will be a turnaround in traffic and the quantum of losses that are likely to be generated this year. The primary reason for these huge losses was drop in revenue due to the poor passenger traffic resulting from the public's fear of flying. Besides the additional costs of new security measures, insurance premium for war risk and high cost of airport and air navigation infrastructure added to the losses. Though the airlines have succeeded in getting people to fly again after September 11, 2001 incident, it is too early to predict when the airlines will reach a stage of profitability.

(d) to (f) Most of the countries including India provided temporary guarantees to their airlines to cover war risk. Aviation security has also been tightened to reassure passengers. Government of India has introduced sky marshals in airlines, secondary ladder point checks and deployment of Central Industrial Security Force for airport security at various airports in phases to strengthen aviation security. Airlines also have undertaken various cost-cutting measures to improve their yields.

Air Accidents

601. DR. AKHILESH DAS:
DR. KARAN SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that as per Civil Aviation authorities at least 24 per cent of the total air disasters in the country fall in the category of "deliberate error";

(b) if so, the number and details of air accidents during 2000-2001, 2001-2002 and 2002-2003 so far, attributable to such "deliberate error" together with those which involved small aircraft; and

(c) the steps taken and being taken to prevent such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) During the period 2000-2001 to till date, there had been a total of 14 accidents of which investigation of 10 accidents has been finalized. The investigation reveals that 8 cases are due to pilot factor. Amongst these 8 cases, there are two accidents wherin in one case the pilot had intentionally flown very low over lake